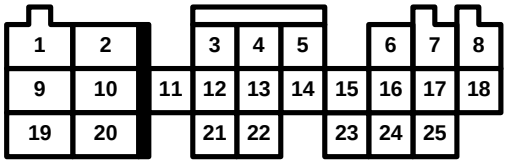
Engine/Powertrain Control Module Terminal Arrangement (L4)



wire side of female terminals

ECM/PCM Inputs and Outputs at Connector B (25P) NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL/BLK	IGP1 (POWER SOURCE)	Power source for the PCM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
2	BLK	PG1 (POWER GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
3	RED	INJ2 (No. 2 INJECTOR)	Drives No. 2 injector.	With ignition switch ON (II): battery voltage With engine running: duty controlled
4	BLU	INJ3 (No. 3 INJECTOR)	Drives No. 3 injector.	
5	YEL	INJ4 (No. 4 INJECTOR)	Drives No. 4 injector.	
7	PNK	E-EGR	Drives EGR valve.	With EGR operation during driving with fully warmed up engine: duty controlled With EGR not operating: 0 V
8*2	WHT	LSA – (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE A–SIDE)	A/T clutch pressure control solenoid valve A power supply negative electrode.	With ignition switch ON (II): duty controlled
9	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the PCM control circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
10	BLK	PG2 (POWER GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
11	BRN	INJ1 (No.1 INJECTOR)	Drives No. 1 injector.	With ignition switch ON (II): battery voltage With engine running: duty controlled
12*4	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
13	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse.	With ignition switch ON (II): battery voltage With engine running: pulses
14*2	BLU/BLK	OP2SW (2ND OIL PRESSURE SWITCH)	Detects 2nd oil pressure switch.	With ignition switch ON (II): about 5 V

*1: M/T
*2: A/T
*3: F23A4 engine
*4: F23A1, F23A4 engine

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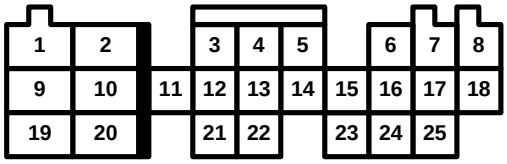
Engine/Powertrain Control Module Terminal Arrangement (L4)



wire side of female terminals

ECM/PCM Inputs and Outputs at Connector B (25P) NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
16*3	GRN/RED	PO2SHTCR (AIR FUEL RATIO SENSOR HEATER CONTROL RELAY)	Drives air fuel ratio sensor heater relay.	With ignition switch ON (II): 0 V
17*2	RED	LSA + (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE A + SIDE)	A/T clutch pressure control solenoid valve A power supply positive electrode.	With ignition switch ON (II): duty controlled
18*2	GRN	LSB – (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE B – SIDE)	A/T clutch pressure control solenoid valve B power supply negative electrode.	With ignition switch ON (II): duty controlled
19*3	BLK/WHT	PO2SHTC (AIR FUEL RATIO SENSOR HEATER CONTROL)	Drives air fuel ratio sensor heater.	With ignition switch ON (II): battery voltage With fully warmed up engine running: 0 V
20	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
21	WHT/YEL	VBU (VOLTAGE BACK UP)	Power source for the ECM/PCM control circuit. Power source for the DTC memory.	Battery voltage at all times
22	BRN/BLK	LG2 (LOGIC GROUND)	Ground for the ECM/PCM control circuit.	Less than 1.0 V at all times
23	BLK/BLU	IACV (IDLE AIR CONTROL VALVE)	Drives IAC valve.	With engine running: duty controlled
24*2	BLU/WHT	OP3SW (3RD OIL PRESSURE SWITCH)	Detects 3rd oil pressure switch.	With ignition switch ON (II): about 5 V
25*2	ORN	LSB + (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE B + SIDE)	A/T clutch pressure control solenoid valve B power supply positive electrode.	With ignition switch ON (II): duty controlled

*1: M/T
*2: A/T
*3: F23A4 engine
*4: F23A1, F23A4 engine

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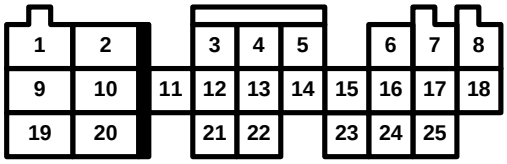
Powertrain Control Module Terminal Arrangement (V6)



wire side of female terminals

PCM Inputs and Outputs at Connector B (25P) NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
1	YEL/BLK	IGP1 (POWER SOURCE)	Power source for the PCM circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
2	BLK	PG1 (POWER GROUND)	Ground for the PCM circuit.	Less than 1.0 V at all times
3	BLK/RED	INJ5 (No. 5 INJECTOR)	Drives No. 5 injector.	With engine running: pulses
4	YEL	INJ4 (No. 4 INJECTOR)	Drives No. 4 injector.	
5	RED	INJ2 (No. 2 INJECTOR)	Drives No. 2 injector.	
6	WHT/BLU	INJ6 (No. 6 INJECTOR)	Drives No. 6 injector.	
7	PNK	E-EGR	Drives EGR valve.	With EGR operating: duty controlled With EGR not operating: about 0 V
8	WHT	LSA – (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE A – SIDE)	A/T clutch pressure control solenoid valve A power supply negative terminal.	With ignition switch ON (II): pulses
9	YEL/BLK	IGP2 (POWER SOURCE)	Power source for the PCM circuit.	With ignition switch ON (II): battery voltage With ignition switch OFF: 0 V
10	BLK	PG2 (POWER GROUND)	Ground for the PCM circuit.	Less than 1.0 V at all times
11	BRN	INJ1 (No. 1 INJECTOR)	Drives No. 1 injector.	With engine running: pulses
12	GRN/YEL	VTS (VTEC SOLENOID VALVE)	Drives VTEC solenoid valve.	With engine at low rpm: 0 V With engine at high rpm: battery voltage
13*1	YEL/GRN	ICM (IGNITION CONTROL MODULE)	Sends ignition pulse.	With ignition switch ON (II): battery voltage With engine running: about 10 V (depending on engine speed)

*1: '98-99 models
*2: '00 model
*3: '01-'02 models

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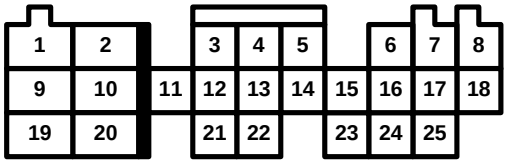
Powertrain Control Module Terminal Arrangement (V6)



wire side of female terminals

PCM Inputs and Outputs at Connector B (25P) NOTE: Standard battery voltage is 12 V.

Terminal number	Wire color	Terminal name	Description	Signal
14*1	BLU/BLK	OP2SW (2ND OIL PRESSURE SWITCH)	Detects 2nd oil pressure switch.	With ignition switch ON (II): battery voltage
14*2, *3	BLU/WHT	ATPNP (TRANSMISSION RANGE SWITCH)	Detects transmission range switch signal.	In Park or Neutral: 0 V In any other position: battery voltage
15	BLU	INJ3 (No. 3 INJECTOR)	Drives No. 3 injector.	With engine running: pulses
17	RED	LSA + (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE A + SIDE)	A/T clutch pressure control solenoid valve A power supply positive terminal.	With ignition switch ON (II): pulses
18	GRN	LSB – (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE B – SIDE)	A/T clutch pressure control solenoid valve B power supply negative terminal.	With ignition switch ON (II): pulses
20	BRN/BLK	LG1 (LOGIC GROUND)	Ground for the PCM circuit.	Less than 1.0 V at all times
21	WHT/YEL	VBU (VOLTAGE BACK UP)	Power source for the PCM circuit. Power source for the DTC memory.	Battery voltage at all times
22	BLK*1 BRN/BLK*2	LG2 (LOGIC GROUND)	Ground for the PCM circuit.	Less than 1.0 V at all times
23	BLK/BLU	IACV (IDLE AIR CONTROL VALVE)	Drives IAC valve.	With engine running: pulses
24	BLU/WHT	OP3SW (3RD OIL PRESSURE SWITCH)	Detects 3rd oil pressure switch.	With ignition switch ON (II): battery voltage
25	ORN	LSB + (A/T CLUTCH PRESSURE CONTROL SOLENOID VALVE B + SIDE)	A/T clutch pressure control solenoid valve B power supply positive terminal.	With ignition switch ON (II): pulses

*1: '98-99 models
*2: '00 model
*3: '01-'02 models

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